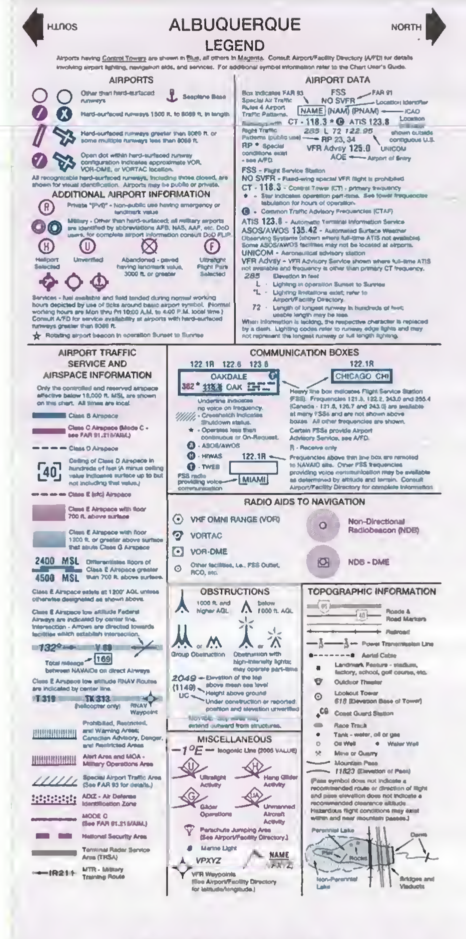


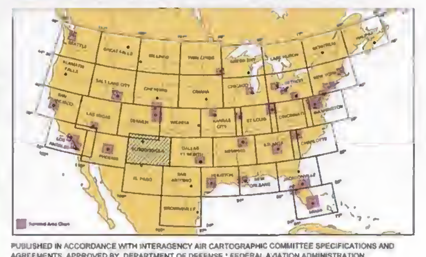
ALBUQUERQUE SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

86TH EDITION EFFECTIVE 0901Z 21 OCT 2010
TO 0901Z 5 MAY 2011

Includes airspace amendments effective 23 SEP 2010
and all other aeronautical data received by 26 AUG 2010

Information on this chart will change, consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.



PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

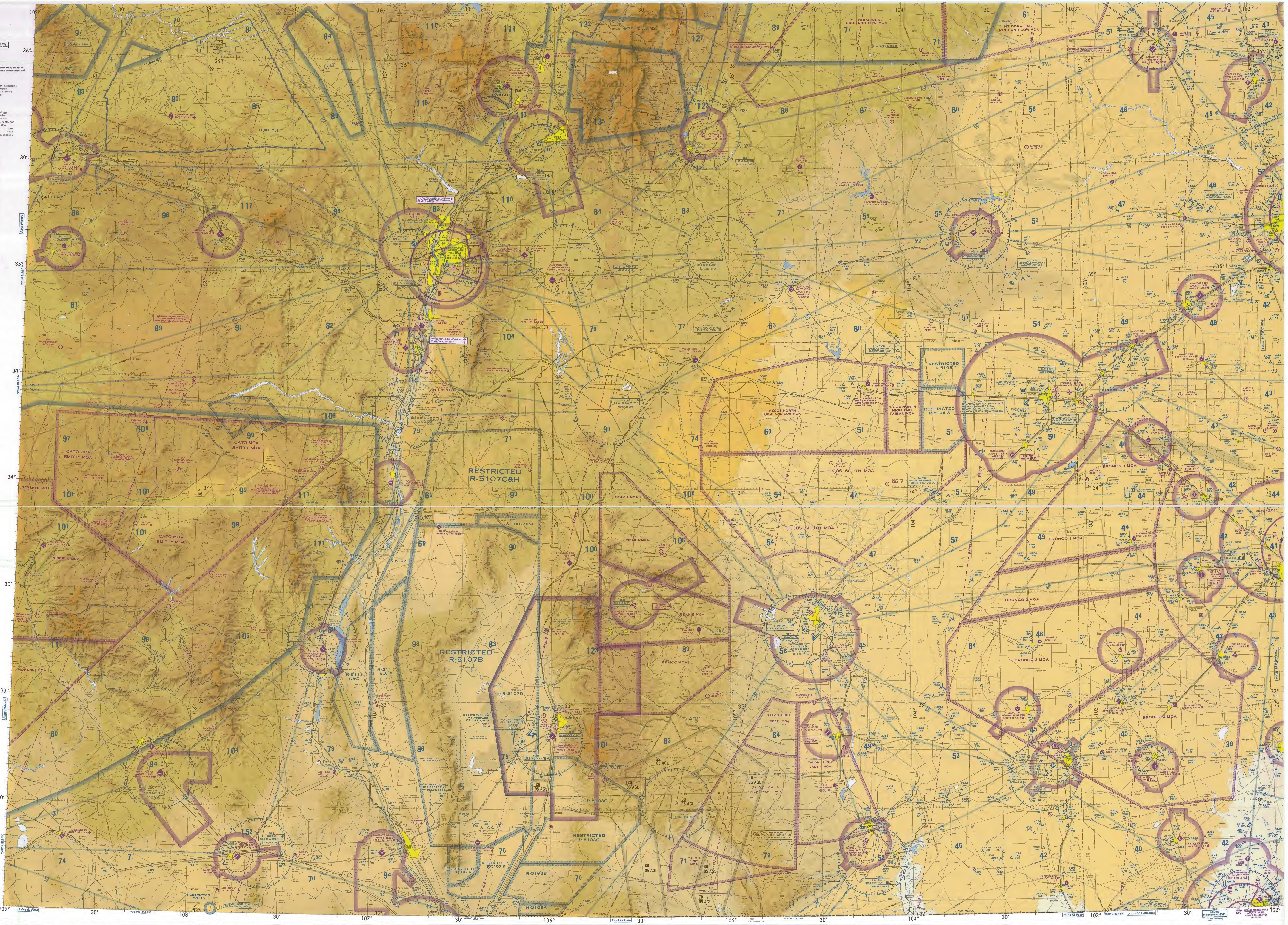
FAA Product ID: SALB
NSN 7641014100164
NGA REF NO SECXXALBUQUERQE
EFF. DATE 10294

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 38° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Published by the U.S. Department of Transportation
Federal Aviation Administration
National Aeronautical Navigation Services
http://aeronav.faa.gov

CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet
HIGHEST TERRAIN elevation is 13102 feet located at 35°58'N - 105°39'W
Spot elevation 4254
Approximate elevation . . . . . x 3200
Doubtful locations are indicated by omission of the point locator (dot or "x")



PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

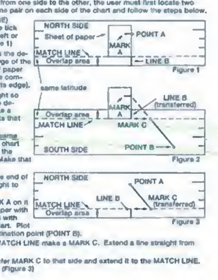
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)



CONTROL TOWER FREQUENCIES ON ALBUQUERQUE SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part time tower frequency is remoted to a collocated full time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
ALBUQUERQUE INTL SUNPORT	CONTINUOUS	120.3 351.9	121.9 348.6	118.0 257.7	ASR
CANNON AFB	CONTINUOUS	120.4 270.25	121.9 275.8	119.1 269.9	ASR
DOUBLE EAGLE II	0600-2200	120.15	121.625		
HOLLOMAN AFB	0600-2400 MON-FRI 0600-2300 SAT-SUN	119.3 255.9	127.05 275.8	273.5	
LEA CO RGNL	0600-1800	120.65 317.4	121.9	119.75	
ROSWELL INTL	0600-2100	118.5 233.7	121.9 348.6	128.45 306.2	ASR
SANTA FE	0700-2100	119.5 239.3	121.7	128.55	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ALBUQUERQUE CLASS C	123.9 354.1 (SOUTH OF V12) 127.4 253.5 (ON OR NORTH OF V12)	CONTINUOUS
CANNON AFB	121.05 352.1 O/T 126.85 285.6 ALBUQUERQUE CNTR	CONTINUOUS
HOLLOMAN AFB	120.6 269.225 O/T 132.65 257.6 ALBUQUERQUE CNTR	0600-2400 MON-FRI 0600-2300 SAT-SUN

O/T indicates Other times

SPECIAL USE AIRSPACE ON ALBUQUERQUE SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-5101	TO 12,000	CONTINUOUS	NO A/G	
R-5103 A	TO BUT NOT INCL FL 180	0700-2000 MON-FRI†	ALBUQUERQUE CNTR	
R-5103 B, C	UNLIMITED	0700-2000 MON-FRI†	ALBUQUERQUE CNTR	
R-5104 A	TO BUT NOT INCL 18,000	0800-2400 MON-FRI†	ALBUQUERQUE CNTR	
R-5105	TO 10,000	0800-2400 MON-FRI†	ALBUQUERQUE CNTR	
R-5107 A	UNLIMITED	CONTINUOUS	ALBUQUERQUE CNTR	128.2 285.5
R-5107 B	UNLIMITED	CONTINUOUS	NO A/G	
R-5107 C	9000 TO UNLIMITED	CONTINUOUS MON-FRI 112 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-5107 D	TO 22,000	CONTINUOUS	ALBUQUERQUE CNTR	
R-5107 E	UNLIMITED	BY NOTAM 12 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-5107 H	TO 9000	BY NOTAM 12 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-5107 J	TO 9000	CONTINUOUS MON-FRI†	ALBUQUERQUE CNTR	
R-5107 K	UNLIMITED	0700-2000 MON-FRI†	ALBUQUERQUE CNTR	128.2 285.5
R-5111 A	13,000 TO UNLIMITED	BY NOTAM 12 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-5111 B	TO 13,000	BY NOTAM 12 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-5111 C	13,000 TO UNLIMITED	BY NOTAM 12 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-5111 D	TO BUT NOT INCL 13,000	BY NOTAM 12 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-5113	TO 45,000	0900-1900 1 JUN-30 SEP	ALBUQUERQUE CNTR	
R-5115	TO 15,000	CONTINUOUS	ALBUQUERQUE CNTR	
R-5117	UNLIMITED	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-5123	UNLIMITED	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	ALBUQUERQUE CNTR	

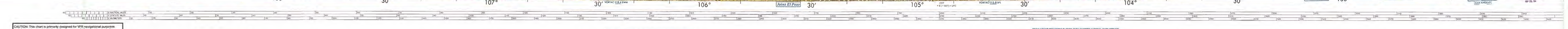
MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BEAK A, B, C	12,500	0600-1800 MON-FRI	ALBUQUERQUE CNTR	
BRONCO 1	8000	0700-2000 MON-FRI	FORT WORTH CNTR	126.45 316.1 132.6 269.05 133.7 350.2
BRONCO 2	10,000	BY NOTAM	FORT WORTH CNTR	126.45 316.1 132.6 269.05 133.7 350.2
BRONCO 3, 4	10,000	0700-2000 MON-FRI	FORT WORTH CNTR	126.45 316.1 132.6 269.05 133.7 350.2
CATO	13,500	0800-2200 MON-SAT	ALBUQUERQUE CNTR	
MORENO	1500 AGL	0600-2100 MON-FRI	ALBUQUERQUE CNTR	134.45
MT DORA EAST HIGH, WEST HIGH	11,000	BY NOTAM	ALBUQUERQUE CNTR	127.85 285.47 (E) 132.8 346.35 (W)
MT DORA EAST LOW, WEST LOW	1500 AGL TO BUT NOT INCL 11,000	BY NOTAM	ALBUQUERQUE CNTR	127.85 285.47 (E) 132.8 346.35 (W)
PECOS NORTH HIGH	11,000	0800-2000 MON-FRI	ALBUQUERQUE CNTR	132.32 251.1
PECOS NORTH LOW	500 AGL TO BUT NOT INCL 11,000	0800-2000 MON-FRI	ALBUQUERQUE CNTR	132.32 251.1
PECOS SOUTH	500 AGL	0800-2000 MON-FRI	ALBUQUERQUE CNTR	132.32 251.1
RESERVE	5000 AGL	BY NOTAM	ALBUQUERQUE CNTR	134.45
SMITTY	500 AGL TO BUT NOT INCL 13,500	0800-2200	ALBUQUERQUE CNTR	133.65 284.6
TAIBAN	500 AGL TO BUT NOT INCL 11,000	0800-2400 MON-FRI	ALBUQUERQUE CNTR	126.85 285.6
TALON HIGH EAST, HIGH WEST	12,500	SR-SS MON-FRI	ALBUQUERQUE CNTR	
TALON LOW	300 AGL TO BUT NOT INCL 12,500	SR-SS MON-FRI	ALBUQUERQUE CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† - Other times by DoD NOTAM.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.



— ATTENTION —
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet 12⁵

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

— MILITARY TRAINING ROUTES (MTRs) —
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.
Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.
Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CONVERSION OF ELEVATIONS
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
REDIS / Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at http://aeronav.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

— NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES —
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. If intercepted, follow "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on designated frequencies along the routes and as depicted on this chart. Be advised that non-compliance may result in the use of force.

SPECIAL MILITARY ACTIVITY
The chart identifies IFR Military Training Routes and Military Operations Areas within which the Department of Defense conducts periodic operations involving Unmanned Aircraft Systems. These aircraft may be accompanied by military or other aircraft which provide the pilots of the Unmanned Aircraft Systems visual observation information about other aircraft operations near them. Status of these routes and areas may be obtained by contacting the FAA/DoD facility on designated frequencies along the routes and as depicted on this chart. The lateral limits of these specified routes are shown by the Special Use Airspace symbol. Altitudes for these route segments are also shown.

90/20 AGL ----- Ceiling of MTR in hundreds of feet MSL
----- Floor of MTR in hundreds of feet AGL

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.
All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.
Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

— REPORTING CHART ERRORS —
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Navigation Services, SSMC-4, Sta. #3424, 1305 East West Highway, Silver Spring, MD 20910-3281.

ALBUQUERQUE